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INTERNATIONAL

BASEL AREA

The plan to deploy RABe 522 sets on the S1 service into France from the December timetable change has not been achieved; the S1 service continues to be split at Basel SBB with RBDe 562 units working the French portion of the route and FLIRT units the Swiss portion.

CIS / ITALY (See also P.10)

With the planned withdrawal of loco-hauled services over the Gotthard, and the restriction of Cisalpino services to the Zürich – Milano route, an IR service has been introduced between Milano and Bellinzona on the hours when CIS services don't operate. These services are booked for either Re 484 + FS coaches (3 train pairs) or TiLo RABe 524 FLIRT units (4 train pairs). One IR pair is due for replacement by a Zürich – Milano ETR 610 working in July.

Full introduction of the ETR 610 fleet into service is not planned until 13th June. The plan to introduce two units into passenger service from the December timetable change has failed; the return pair of workings from Genève to Milano are replaced by locomotive and coaches.

On the Gotthard route, even the interim diagrams could not be covered by ETR 470 units at the timetable change; the solutions adopted were either to run a conventional loco-hauled set with consequent late running, or to run the ETR 470 unit from Milano only as far as Lugano or Arth-Goldau, using Swiss internal services for the rest of the journey.

SWITZERLAND

SBB

New stations opened on the Basel S1 route at Pratteln Salina Raurica and Rheinfelden Augarten with the December 14th timetable change.

Renewal of the crossovers in the Hauenstein Base Tunnel on 1st / 2nd November caused considerable disruption to services. Basel – Bern services were diverted via the old Hauenstein line, crossing at Läufelfingen; Zürich – Basel services were rerouted via the Bözberg line and the IR 5xx Basel – Chur service was suspended between Gelterkinden and Zofingen.

The significant IC fleet change from December is the deployment of ICN units on a two-hourly interval Basel – Lugano IC service, in place of loco-hauled EC rakes running through to Milano.

The RABDe 510 units on the S16 route to Thayngen via Zürich Flughafen and Winterthur were taken out of service from the December timetable change and replaced by DPZ sets.

Zürich S-Bahn peak extra train 19071 (17 13 Zürich Hardbrücke – Frauenfeld) is formed of a seven coach Re4/4ii Pendelzug set and six postal flats en route from Zürich Mülligen to Frauenfeld. The Pendelzug set then powers the 20 25 Frauenfeld – Genève La Praille yard postal train as far as Mülligen.

The relief for the late running ICE 73 (07 12 Kiel Hbf, 15 07 Basel SBB – Zürich Hbf) on 9th November was two FLIRT units, destination 'IC Zürich', with standing passengers in 2nd Class!

A landslide on the night of 5th November blocked the Luino – Bellinzona line at S. Nazzaro, derailing the DB 185 engine powering a BLS Cargo train. The line was blocked throughout the following day.

BLS

The last section of single track between Bern and Rosshäusern, 1.4km from Bümpliz Nord to Neiderbottigen, was doubled from 22nd September. On 1st October, a station opened on the newly doubled section at Bern Brünnen; this station serves the new Bern Westside shopping and residential centre and, from December 2010, will link directly to the Bern West tramway.

The NINA unit acquired from TRN has been renumbered RABe 525 038 and turned out in an advert livery for the Bern Westside shopping centre. RABe 525 037 is reserved for the other TRN NINA unit 527 321.

The former EBT platforms at Burgdorf were taken out of use after 24th October, with all trains using the platforms in the main station.

Only three 'Lötschberger' units of type RABe 535 were available for service from the timetable change, against a diagrammed fleet of 13. 11 Standard NINA RABe 525 units have been drafted in to cover the diagrams. Five units have been taken from the Bern S1 (Fribourg – Thun) fleet, being replaced by an Re 465 / 6 coach EW I pendelzug set and a five coach rake of DB double deck stock (similar to the CFL rake trialled in 2007), topped and tailed by TRAXX F140C locomotives of types Re 485 (485 017/019) or DB 185 (185 525 / 527). The hire of this last rake is being covered by Bombardier as compensation for the late delivery of the EMUs. Four units have been replaced on their diagrams by ex-RM GTW units, while the last two were found by delaying the NINA overhaul program.

Re 420 503 has been repainted into standard BLS livery and the full UIC number (91 85 4420 503-5 CH-BLS) applied.

The first TRAXX F140 MS2 locomotive for BLS Cargo was delivered in November. 486 501 not only carries its full UIC number but also the Italian form of the number (E 486 501 – CH) on the cab front.

SOB

The last loco-hauled Einsiedeln – Zürich diagram on December 11th was worked by an Ae 6/6. The working still runs, but is an EMU diagram.

Treibwagen BDe 576 049 and 055 have been sold to the Makies group and were moved from Samstagern to Zell on 24th September. 055, which was withdrawn with a transformer fault, will be used for spares while 049 will work with 576 056 and 057 on gravel trains.

The four car BLS pattern EMUs 566 071-6 have been found underpowered for the Biberbrugg section locals and are going on the sales list; the ex-SOB Kolibri 566 077-80 are expected to follow once enough FLIRT units have been acquired.

Backup sets for FLIRT units in October and November comprised both a BDe4/4 Pendelzug and a Re446 3 coach Pendelzug.

SZU

The last runs for the Uetliberg line historic train set Ce 2/2 2 and C 41 took place on 30th September and 6th / 7th December. The increased service on the line from 13th December means that there are no more paths available for special trains.

THURBO

'Stretched' GTW units RABe 526 712/4/5/7/8 have been renumbered 784/6/7/8/90. The "unfocused" logo is to be dropped.

AB

Toggenbahn Be 4/8 25 of 1977 has been broken up.

MGB

Two of the ex-Brünig 'Sportwagen', B 4244/5, have been sold for use on the Ribes – Nuria rack line in Catalonia, Spain, where they will be reunited with SLM motive power!

RhB

Te 2/2 72 has been broken up, while blue Ge 6/6 412 has been taken out of service with a defect.

Refurbishment of the Tasna tunnel is now planned from April to November 2009, when the Engadine line will be closed beyond Ardez. While the line is closed, the opportunity will be taken to remodel and resignal Scuol/Tarasp station.

Due to avalanche risk, services were suspended between Bergün and Samedan for long periods on December 1st, 2nd and 12th. By comparison, on 12th and 13th December post was sent by rail over the Berninabahn to Poschiavo as the Bernina Pass road was closed due to avalanche risk.

TPC

The Aigle – Le Sepey section was blocked for 10 days from 6th October by a landslide.

WAB

The Wengen – Kleine Schiedegg section has been resignalled from 26th September, with the loops at Bannwald, Allmend and Wengernalp

remotely controlled from Wengen.

WSB

The first low floor driving trailer, ABt 51, was delivered to Aarau from Stadler Bussnang on 10th October. The first refurbished motor coach, Be 4/4 22, was displayed outside Schöftland Works on 12th December.

ZB

With the introduction of a regular hourly Regional service between Meiringen and Interlaken, the spare set stationed at Meiringen is now booked for HGe 101 / B / ABt8 Low floor, replacing the De110 Pendelzug set.

URBAN TRANSPORT

BLT

The first of the four Stadler-built Tango trams formed the centrepiece of an open day at Hüslimatt depot on 22nd November.

BERNMOBIL

The first passenger working on the Bern West extension took place on 13th September, between the new terminus at Bern Brünnen and Gäbelbach. As overhead has not been installed, the steam tram set from the TMB group was used.

TL

Line M2 started passenger operation on 27th October as indicated in the last Swiss Express. The line is the first completely automatic Metro in Switzerland.

VBG

Trial and route learning operation on the second stage of the Glattalbahn took place from 13th October to 13th December. Following a launch day on 13th December, normal service began on 14th December with VBZ Route 10 extended from Oerlikon to Zürich Flughafen. The first Cobra unit to appear in VBG livery (white with waist level blue band) is Be 5/6 3062. See P.40.

HISTORIC

SBB HISTORIC

RAe 2/4 1001 is currently out of service with a defective transformer. To rectify this, RCe 2/4 203 from the VHS collection was moved from Zug to Erstfeld on 13th November (by Ae 6/6 11402) to have its (also unserviceable) transformer removed. Yverdon Works believe that they can cannibalise one good transformer from the two defective ones.

DVZO

Ed 3/3 401 Bauma, originally built for the Uerikon Bauma Bahn in 1901, returned to service on 22nd November following a seven year overhaul which included a new boiler.